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# HAVE AGENTS THE RIGHT TO PRACTICE IN THE POLICE COURTS?

What should be done in the question of the right to practice in the Police Courts? This is the question which has been discussed in the columns of the *Herald* for some time past. In your letter of yesterday, you have at some length discussed the above question. So long as the discussion of it was confined to Mr. Moffat's personal application to the Police Court, it was a matter of no great importance. But now, when it is discussed in leading articles, and when it is discussed in the columns of the *Herald*, it becomes a matter of public interest. It is a question which should be discussed in the columns of the *Herald* for a few observations upon it.

I trust, therefore, that you will allow me space in the columns of the *Herald* for a few observations upon it.

I purposely refrain from offering any opinion on Mr. Moffat's application, or on his case at all, and I shall, therefore, confine myself to a discussion of the public question plainly raised by your letter of yesterday.

I mean by the term "agent," any person other than counsel or attorney representing a party in a summary proceeding before the Justices of the Peace. This question should be determined by the law as it is, and not by the law as it is made. At present, and the law on the subject is perfectly plain and clear. By the law as it is, no person is allowed to act as an agent in a summary proceeding before the Justices of the Peace, unless he is a solicitor or an attorney. This is the law as it is, and it is the law as it should be.

Previous to the English Act of 11 and 12 Vic. cap. 42, adopted here by the 14th Vic. No. 43, the right of appearing and pleading in summary proceedings before magistrates was confined to the parties in the case. This was the law as it was, and it was the law as it should be. By the 14th Vic. No. 43, the right of appearing and pleading in summary proceedings before magistrates was extended to agents. This was the law as it is, and it is the law as it should be.

The right of appearing or pleading in such cases was, as already mentioned, at that time confined to the parties in person, the duties of examining the witnesses being thrown upon the parties. This was the law as it was, and it was the law as it should be. By the 14th Vic. No. 43, the right of appearing and pleading in summary proceedings before magistrates was extended to agents. This was the law as it is, and it is the law as it should be.

Now, this 14th section is the only one throughout the Act in which the word "agent" is mentioned. It is only introduced in the 14th section, and it is only introduced in the 14th section. This is the law as it is, and it is the law as it should be.

Suppose one of the parties in a case is ill and unable to attend on the hearing of his case—he wishes to conduct his own case, or he wishes to employ a counsel or an attorney to conduct it for him, but he is in consequence of his illness unable to do either—he is therefore not reasonable under such circumstances that he should be allowed to employ a counsel or an attorney, or some person, on his behalf, to state to the Court the reason of his unavoidable absence—to ask an adjournment, and to bring him information of the time and place to which the adjournment is made, in order that he may attend the trial of his case.

The law has not been further altered in these matters up to the present time. First, that up to the 14th Vic. No. 43, there was no right for counsel, attorney, or agent, to interfere at all in such cases. Secondly, that agents are not allowed by the Act, or rather by the English Act adopted by it, to examine or cross-examine witnesses, or address the Court as an advocate.

Thirdly, that agents are so excluded up to the present time. To say that a magistrate under such circumstances has a discretion to admit (as a matter of favour, though not as a matter of right) a person not a party in a case before it, nor a counsel or attorney for such party, to examine or cross-examine witnesses, and act as an advocate, is an abuse of language.

Discretion is in a magistrate means something that has the option of doing, and may do without dictating the law. It is a discretion to do, and it is a discretion to do. This is the law as it is, and it is the law as it should be.

Again, it is said an agent can practice in the District Court, and therefore he has a right to practice in the Police Court. This is a statement which is not true. It is a statement which is not true. This is the law as it is, and it is the law as it should be.

I question very much whether the judgment referred to has been correctly reported, and nothing is more liable to be misunderstood than the casual observations of a Judge in such a case, but it is apparent that such an opinion is a statement which is not true. It is a statement which is not true. This is the law as it is, and it is the law as it should be.

It is an opinion, and it is an opinion which is not true. It is an opinion which is not true. This is the law as it is, and it is the law as it should be.

That was the case of an attorney suspended for a certain period by order of the Supreme Court, and who sought during that period to practice in the Police Court; and the only question that could have been for adjudication was—what was the effect of such an order.

I apprehend that such an order could legally only prevent him from practicing in the Supreme Court; but by its terms or effect it went further and extended to the Police courts, let us see how he would stand.

He was still an attorney on the roll of the Supreme Court, and the order did not profess to divest him of that character, and an order of suspension could not do so. He was thus still an attorney within the meaning of the 11 and 12 Vic. cap. 42, sec. 12, which gave every person a statutory right to practice in the Police courts, and I do not see how the magistrate could legally refuse to hear him, or how the Supreme Court could prevent him from practicing in the Police Court.

The ground on which the judgment was said to have been put, that "as an agent" he could so practice, was wrong, there being no such right for an agent as such merely.

The very same reasons that are urged for admitting an agent to practice in the Police Court might with equal force be urged for admitting an agent to practice as an advocate in the Supreme Court, there being nothing in either case to prevent him, except the present state of the law.

nothing in either case to prevent him, except the present state of the law.

The Judges of the Supreme Court cannot constitutionally give an opinion on the question of the right to practice before them judicially for their decision, and until then I am satisfied they will, as they have hitherto done, refuse to give any direction relative to the application to the Police Court, and will leave it to the Justices of the Peace to decide, and more mischief will be done by their doing so, than by their not doing so.

It is at present a question the magistrates must decide for themselves, and they can have no difficulty in doing so.

It is unnecessary to discuss whether the law should be altered so as to admit agents to practice in the Police Courts. When that matter comes to be considered, it will be difficult to show that it is for the interest of the public that the practitioners therein should be qualified for the discharge of their duties by previous study and acquirements, and that they should be gentlemen not merely in name but really, and above doing anything unworthy of that character.

As I never write anonymous letters, I beg leave to subscribe myself

Yours obedient servant,  
WILLIAM ALEXANDER McKENNA,  
Attorney and solicitor,  
S. O'Connell-street, Sydney, 8th November.

SYMPATHY.  
To the Editor of the *Herald*.

Sir,—All the notices of the wreck of the City of Sydney express a great deal of sympathy. There is much sympathy for Captain Moodie (which might I think be suspended until we know how he held up his ship to be lost in this weather), sympathy for the volunteers who lost their lives, sympathy with the man who lost a leg, sympathy with the bride who lost her husband, and above all, sympathy with the practical sympathy of Mr. J. G. Brown, who took a number of the poorer passengers to his house and gave them food and shelter for the night.

But, Sir, I have not seen any sympathy expressed for the owners of the ship, who lost it, and who were left with a large sum of money, and who were left with a large sum of money, and who were left with a large sum of money.

One of them.

THE PADDINGTON AND WAVERLEY RACES.

Sir,—I was very much pleased with the letter in Thursday's *Herald* about the paddock race at Paddington, and I hope the present authorities will take the matter up, and after the present regulations, for the way the "bushes" run now is a perfect nuisance. I have got a "bush" at Waverley, and I have got a "bush" at Waverley, and I have got a "bush" at Waverley.

THE GOSFORD BENCH.

Sir,—Knowing that you are at times to lend your aid to the redress of grievances, I take the liberty of addressing a few remarks on the subject of the Gosford Bench, in hopes that they may have some effect in removing at least one of our causes of complaint.

Some few months since there arose some disagreement between the Government and the Justices of the Peace (as in number), in consequence of which the Bench was removed to the Court-house, when resolutions were unanimously adopted, expressive of the confidence of the inhabitants in the gentlemanly and impartial conduct of three of the J. P.'s, and the same day the Bench was removed to the Court-house, and the Bench was removed to the Court-house.

Since the date of the above meeting, i.e., the 11th of August last—nothing appears to have been done, and the Bench is still in the Court-house, and the Bench is still in the Court-house.

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immigrants in the Prince Consort came out under the auspices of the Queensland Emigration Society.

A fine young man, name unknown, who appeared to be a late arrival from Ireland, was struck dead by lightning last week on the road between Warwick and Bathurst. His body was found by a bullock-driver, and his hat, boots, and portions of his clothes were driven by the force of the electric fluid into the ground. Deceased was alone at the time of the accident, and seems to have been travelling in search of employment.

The Yamba correspondent of the *Bulletin* supplies the following:—The arrival here of a new boat, the property of Matthews, Brothers, with a full cargo, is a feature of the day. It was found by a bullock-driver, and his hat, boots, and portions of his clothes were driven by the force of the electric fluid into the ground.

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THE LATE CASE OF LARKIN BY A CARRIER: DISCOVERY OF A STOLEN PROPERTY.—On Wednesday morning last, the sergeant-barrackman, and constable Patterson, accompanied by Mr. Sellers, manager of Mr. H. Curran's store, at Barrangong, and a friend, proceeded to Jerrara Creek for the purpose of searching for the remainder of the stolen property. On arriving at John Bush's hut they found it deserted, and, throughout the whole of a strict search in other houses on the creek, failed to discover what they were seeking.

The sergeant and constable, however, did not give up the search, and they proceeded to search the houses of the people who were known to be in the neighbourhood. They found that the property was hidden in a house, and they proceeded to search the house.

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## IRON—ITS USES AND MANUFACTURE.

(From the *Edinburgh Review*.)  
THE present century offers the first instance in the history of the world of a supply of iron which exceeds the demand. The scarcity of this most useful of all metals was the greatest of the unevenly developed civilisation of the ancient world. In the early days the supply of iron barely sufficed for the rude agriculture of the period. His herds were content to mangle each other with broken spears and swords, and a lump no bigger than a man could carry of unwrought iron, fit for making arrow-heads, was thought a prize worth contending for at the funeral games of Patroclus.

The Romans possessed iron in much larger quantities. Pliny speaks as authoritatively as a modern geologist, though not as scientifically, of iron ores "to be found in almost all parts of the world," of the various qualities and different uses. And it is remarkable that wherever iron has been discovered in this country, even in very recent times, the traces also of ancient workings have been found.

But the age of bronze cannot be said to have passed away till the first of the three great inventions which form landmarks in the history of the iron manufacture—the art of making "pig iron"—had been made known to the world. The Romans undoubtedly succeeded in increasing the "blast" and the combustion of their furnaces; but the perfection of the art of smelting consists in the introduction of a third substance, called a "flux," which is easily fused in combination with the earthy matter of the ironstone, and permits the disengaged metal to flow freely from the bottom of the furnace into the moulds prepared for it. The iron thus produced is called pig iron, and is not only more abundant in quantity but differs materially in quality from the product of the processes previously in use. When this great discovery was made, or by whom, is unknown. Its value was probably not appreciated at the time, and its date is unrecorded. Certain it is that with the first dawn of modern history we find iron established in the economy of daily life as the usual material of all hardware. Soon after the invention of gunpowder we read of cast-iron ordnance, and "casting" implies a previous familiarity with the art of making pig iron. In the Middle Ages a degree of skill which has never been surpassed was attained in working in steel. The artisans of that period were artists, and they employed all their powers in both capacities to decorate the arms and armour, and other hardware intended for the personal use of the great. They enlivened them with the precious metals in patterns of the most exquisite design; and further to adorn them the art of engraving was invented of carving on little plates of silver an outline which was subsequently filled up with a dark composition called niello, and hence the name of the Niello, so highly prized by modern collectors, and so dexterously imitated by modern forgers. But, with these and few such like exceptions, iron was applied to only the most ordinary uses. Yet even for these the supply was insufficient, and early enactments forbidding its exportation proved its scarcity and value in this country. So far, however, from encouraging the manufacture, the Legislature for some centuries seems to have considered it as the natural enemy of the oak forests, on which the national safety then depended; and at best as a necessary evil which could only be great vigilance and restrictive laws be contained within tolerable bounds.

In Charles I.'s days Dudley discovered the art of substituting coke or coal for charcoal in the smelting furnace—the great invention which forms the epoch in the history of the iron manufacture. But even he failed to see or feared to urge the great importance of his own discovery; and in his passionate pleading with the restored Government of Charles II. for the renewal of his patent, he claims no merit for increasing the supply of iron, and dwells only on the advantage of sparing the native oak forests.

If Dudley did not feel the full value of his own invention, no one else felt it at all. The discovery was, in fact, premature. Till the necessary improvements in the blowing apparatus of the smelting furnace had been effected, the means were lacking to turn to account, and this was not accomplished till about 1740, at which date the iron trade had reached its lowest point of depression. Under the double check of Legislative discouragement, and a diminishing supply of charcoal, the home manufacture had sunk to less than 18,000 tons per annum; and so far had the political troubles of the preceding half century checked industrial enterprise, that the imports did not average more than 30,000 to 35,000 tons. But better times were at hand. With the assistance of pit coal, which was soon brought into common use, the home manufacture was raised in the interval between 1740 and 1780 to nearly 70,000 tons per annum, while the imports increased to upwards of 50,000. And now at last the time arrived when the need of foreign aid was yearly to become less. About the year 1788 the completion of the steam engine gave a new impulse to all the operations of mining, and facilitated all the processes of the iron manufacture. From this period dates the supremacy of England in the iron trade. And while this rapid stride in advance was still fresh in the memory of the middle-age, the third and last great discovery of the iron age—the hot blast (the nature of which we shall describe presently)—secured a supply of iron large enough to meet any possible demand, and cheap enough to permit its application to every variety of purpose.

In the first instance, iron was most urgently needed as the material for the improved machinery, which was the indispensable instrument of further progress. Powerful engines on new principles were invented, and the clumsy contrivances of a ruder age were gradually superseded by iron work of a more scientific construction. At the present day the quantity of iron annually consumed in the manufacture of machinery is enormous. And in the sole production of iron more iron is in various ways employed than the whole country could have furnished at the beginning of the century.

It is difficult to conceive how a supply of 70,000 tons of home-manufactured iron could have sufficed for the wants of an age which already displayed so much industrial energy, but everything is relative; and even before the "make" had reached this amount, the comparative plentifulness and cheapness of iron suggested the idea of applying it to hitherto untried uses. Even then John Wilkinson of Broseley, who is known as "the father of the iron trade," and in his day was called "the great iron master," ventured to predict the time would come when we should live in iron houses and sail in iron ships. He was called "iron mad," and it was supposed to be a symptom of

It is by many supposed that the Romans used a supply, and still more from the quantity of iron found in the Roman "cinder," that they did not. Pliny's sponge iron, (*Hist. Nat.* cap. ferrum, postea in the iron, though fused, was not run off into moulds, but was left to form itself into a shapeless honey-combed mass at the bottom of the furnace.

his prevailing delusion, when in 1773 he proposed that cast iron should be used as the material of a single-arched bridge, which it was desired to erect across the Severn. The idea was not wholly new. As early as 1755 an attempt had been made at Lyons to construct an iron bridge. But it had failed, and even if its fame had reached Shropshire its failure could have held out no encouragement to repeat the experiment. Bridges of cast iron are now so common, it is difficult to appreciate the boldness of the man who first conceived the project of employing this new material in the construction of a gigantic arch to span a navigable river.

Hitherto cast iron had been little used. Dudley speaks of certain cisterns and other articles for domestic use, which he had cast from his pit-coal iron as novelties beyond the reader's belief. More recently Savery and Newcomen had made use of it in constructing their pumps and engines. As yet, however, the art of casting was imperfectly understood. But the vigorous efforts which were made in the latter half of the last century to develop the industrial resources of the country, by the construction of roads, bridges, and canals, called forth a vast amount of engineering and mechanical talent; and taxed it to the utmost to invent novel modes of construction, and to discover materials of more extensive application than those hitherto in use. Wilkinson's proposal was referred to Mr. Pritchard, the architect of the county, and was carried out in the erection of the bridge near Coalbrookdale—the first iron bridge in the world—which gives the name of Ironbridge to the little town rapidly rising on the adjacent bank. The second iron bridge was designed some years later, by the well-known Thomas Telford, whose notoriety is derived from a less creditable employment of his talents. It was executed at Rotherham, and taken piecemeal to London, where it was set up on a bowling green at Paddington (where is the bowling green now?) and exhibited as a curiosity. Paine had intended it for the Schuylkill in America. But his means failed, and he ran away to Paris, then in the height of its revolutionary frenzy, to join the friends of liberty or to avoid his creditors. The friends of liberty, more formidable than his creditors, threw him into prison, and would have guillotined him if he had not contrived to escape. In the subsequent confusion of his affairs, the bridge was ultimately taken back by the manufacturers Messrs. Walker, and supplied part of the materials for T. Wilson's great arch across the Wear near Sunderland. This work was completed in 1796, and was long regarded as a world's wonder; it has indeed no longer the merits of novelty and rarity, but it well deserves the praise bestowed on it by Robert Stephenson, who pronounced it to be "a structure which, as regards its proportions and the quality of material employed, will remain unrivalled." Contemporaneously with the construction of the iron bridge at Sunderland, the second actually completed, Telford was engaged in erecting another of the same material, two miles above the first—at Buildwas, to replace an ancient stone structure which had been carried away by the Severn in a recent flood; and so rapid was the progress which engineering had made in less than twenty years, that although the span of this bridge was thirty feet wider than that of Pritchard's, it contained less than half the quantity of cast iron. Since those days there has sprung up another rival of the parent arch some miles lower down the stream, at Coalport—where is really made the china which London chooses to call by the name of Coalbrookdale, while to complete the triumph of Telford over Fate, the structure itself is known in the neighbourhood as the "Wooden bridge."

The largest cast-iron bridge is that of Southwark, built in 1815. It is 1,345 feet long, the span of which is a span of 140 feet; but since their first invention bridges of this material have multiplied so fast, that the enumeration of them would be tedious, and the skillfulness of their construction has ceased to excite wonder. Nor is it only where great spaces were to be traversed that cast-iron was employed; it has frequently formed the material of bridges of ordinary construction. But never, perhaps, was a greater compliment paid to iron than when it was selected to form the arches of the new bridge at Westminster, in immediate juxtaposition with the Houses of Parliament. From a very early date Telford used it largely for the aqueducts of his canals, as also for lock-gates and other purposes connected with inland navigation; and in two instances where it was found a lock had been constructed on a stratum of quicksand, he lined the whole interior of the basin with cast iron.

For many years no satisfactory plan could be proposed for bridging over the Menai Strait. Rennie had sent in a magnificent design for a cast-iron bridge, to the centre arch of which he gave a span of 450 feet, but the cost was enormous. Long afterwards Telford sent in "alternative" plans for two cast-iron bridges, to be navigated at a lower level—but obstruction was decided. At last when Telford published his design for a suspension bridge across the Mersey, the commissioners of the Holyhead Road instructed him to prepare a plan for effecting the desired communication on this new principle. New, strictly speaking, the principle was not. In many parts of the world it might be seen exemplified in hanging bridges of rude construction and perishable materials, but it could not be applied to works of importance till the increased supply of iron afforded a material of sufficient strength and durability. And the difficulties of applying the principle of suspension to a structure so vast, and to a material so ponderous, were such as to excite the anxiety who overcame them to all the credit of invention. Telford felt the greatest anxiety as to the result, and spared no pains to ensure success. He made, we are told, an elaborate series of experiments to test the tenacity of wrought-iron bars (for wrought-iron he ascertained to be the proper material for a suspension bridge), and fully aware of the difference of quality which even in those days distinguished the product of different districts, he finally bound his contractor to use none but the best Shropshire iron.

The Menai bridge has been followed by similar works of equal and even greater magnitude in various parts of the world; and provisionally to its erection, the principle of suspension had much engaged the attention of our engineers. Captain Brown, who subsequently built the chain pier at Brighton, took out a patent for bridges on this plan in 1817. There is probably some variety in the methods employed by different engineers, there is certainly a considerable difference in the results. In no case, indeed, can the vibration, which is the great objection to this principle of construction, be wholly overcome; but in slighter works it is very perceptible, and its consequences are very

Life of Telford—Smiles' Lives of the Engineers. We have placed Mr. Smiles' work on the list which heads this article because we have occasionally availed ourselves of the information it contains, and we are glad of the opportunity to recommend it to the reader's attention. But the work is not yet complete, and we hope it will eventually embrace the great achievements of the Stephenson and Brunels.

serious. The Broughton bridge, near Manchester, gave way beneath the measured tread of a party of sixty men in marching order. In France several suspension bridges are said to have fallen. The great bridge at Angers, which had been built by the same engineers who constructed the bridge at Fribourg, gave way under the combined strain of a gale of wind and the passage of between four and five hundred troops. Troops in France are ordered to "break ranks" in passing over these structures; but in this case the order was disobeyed for the purpose of military display, and the result was fatal.

When it was first designed to connect Eastern and Western Prussia by a permanent link of communication at Cologne, the Government in the first instance accepted a plan for a chain suspension bridge; but the flexibility of a bridge constructed on this principle rendered it unfit for the support of railway traffic, and the Chevalier Brunson, then Prussian minister in England, was able to report to his Government that bridges had been constructed in this country on a much larger scale than would be necessary at Cologne. The Britannia and Conway bridges had been recently opened, and were daily thronged with wondering visitors. On this representation a commission was sent over to inspect these new structures, and to make a report, and Mr. Fairbairn was invited to send in plans for a bridge on the same principle. The tubular bridge was, however, rejected, but the commission did not revert to the original design of a suspension bridge; a modification of the "lattice" bridge, a later invention, was ultimately adopted, and the result is one of the noblest works of the kind upon the continent of Europe.

It was the necessity of carrying roads at a dead level across wide spaces, so as to avoid the greatest amount of head room below, and at the same time to impart to the connecting structure a degree of solidity capable of sustaining the force of a train at full speed—it was, in short, the very need so conspicuously manifested at Cologne, that goaded R. Stephenson to the invention of the tubular girder and the tubular bridge. The tubular girder is a hollow rectangular beam, composed of four plates of wrought iron, of different strengths proportionate to the different strain on each. The tubular bridge is only the tubular girder expanded to such dimensions that the trains run in the inside of tubular beams, instead of running on roads supported by them; but the planes which form the top and bottom of the great tube are themselves tubular. For further explanation of this masterpiece of constructive skill, we must refer the reader to Mr. Fairbairn's interesting volume on the Britannia and Conway bridges. Our business now is not with the mechanical contrivance of the engineer, but with his materials. Great inventions are usually followed by a host of others differing from them in detail and exhibiting more or less novelty of principle. Inflexible suspension bridges have been contrived by suspending the roadway beneath a large cast-iron arch. Various modifications of lattice bridges have been constructed, of which hitherto that of Cologne is the most considerable. But one of vast size is now in course of construction for the Juma. Bow-string bridges, in which the roadway takes the place of the string, have many advocates. The Saltash bridge, which carries the Cornish railway across the Tamar, is one of Mr. Brunel's most ingenious and imposing structures. But it would be endless to enumerate all the new plans of bridges which our rapidly extending railways have called forth, in almost capricious variety; we have only to note how largely iron enters into the composition of them all. Railway bridges must be calculated to resist forces very different from those which act on bridges designed for ordinary traffic; and it became important to ascertain the effect of violent concussions, and the passage of heavy bodies in rapid motion, in deflecting and fracturing the beams on which they are made to act; nor was it less needful to discover whether metal which has been exposed for a long period to concussions and vibrations undergoes any change in its molecular structure by which it becomes weakened. In 1849, a Commission, of which Lord Wrottesley was president, was appointed to inquire into these matters, "with a view to discover such principles, and to form such rules, as may enable the engineer and the mechanic to apply the metal with confidence." Their report is in the highest degree interesting and valuable. The general result is that a "superabundant strength is needed in railway structures, but that the conditions of safety will be realised if the greatest load on a railway bridge does not exceed one-sixth of the weight which would break the beam when laid on at rest in its centre." Among many other useful and practical suggestions the committee recommended that stipulate for iron to bear a certain weight instead of endeavouring to procure a certain mixture. In the experiments which were made by the Commission for the purpose of testing the strength of different kinds of iron, it is gratifying to find what superior qualities they selected for trial: we fear it is long since similar metal has been actually employed in any railway structure.

The experiments which Mr. Fairbairn conducted in order to ascertain the strength of the materials to be employed in the tubular bridges, led him to the discovery, which he tells us he had not anticipated, that wrought iron answers better than cast iron for most of the purposes to which cast iron exclusively hitherto been applied. The reader is doubtless aware that pig iron is the raw material of both wrought and cast iron; but while the former is brought to its perfection by repeated working, the latter is produced by merely once more making the metal fluid in the "cupola furnace," and then pouring it into a mould of the form required. Hence, as the process of manufacturing is so much less laborious, cast iron is proportionately cheaper than wrought; but it must not be supposed that these two forms of iron resemble each other in kind, and differ only in degree. For all practical purposes they are distinct metals.

"Cast iron differs from wrought," says Mr. Fairbairn, "in its physical as well as its mechanical qualities. It is a hard rigid crystalline unalloyable substance. It possesses great powers of resistance to that of extension, and from its low degree of ductility it undergoes but little elongation when acted on by a tensile force. On the contrary, wrought iron is a flexible malleable ductile substance, which presents great resistance to a force of compression, from its high degree of ductility it undergoes a considerable elongation when acted upon by a tensile force. And for a long time it was assumed that when applied to resist compression, it would crumple like leather." (P. 47.)

Mr. Fairbairn gives a most interesting account of the experiments by which he dispensed of the "crumpled leather" theory. On the other hand, he gives excellent reasons why cast iron cannot be depended on. The unequal contraction of the metal which takes place when it is exposed to great variations of the temperature, causes it to snap. Moreover, the nature of

the material is treacherous: "all crystalline bodies are of a more brittle and uncertain character than those which are of a fibrous structure." Flaws and imperfections are of frequent occurrence in the casting, which cannot be discovered by the minutest inspection of the surface.

"Repeated instances have occurred wherein castings presenting every appearance of perfection have been found to contain the elements of destruction, either in concealed air bubbles, or in the inclusion of scoria, which had run in the moulds and skinned over by a smooth covering of apparently sound iron."

It is a fearful addition to all these causes of insecurity, that cast iron when it breaks gives not the slightest warning. No external crack, no admonitory sound, gave cause to doubt the soundness of the engine beam which caused the disaster at the Hartley pit; and the large flaw in the casting which was discovered after the fracture, was not indicated by the smallest defect on the surface. These objections apply to all cast iron, as such; but the inevitable risks are greatly multiplied when the iron employed is of bad quality, or of a character not suited to the purpose. The iron of the Hartley engine beam was neither cheap nor bad, but it was composed of a mixture not well calculated to produce a tough quality of iron.\*

In the first instance, cast iron exclusively was applied to the construction of fire-proof buildings. In the year 1801 the first cotton mill of this description was erected by Messrs. Lee and Phillips, of Manchester, with cast-iron beams and cast-iron pillars. It was constructed with great skill, and for many years remained the model of all similar works. But since then the subject has been more carefully investigated. The account which Mr. Fairbairn gives of the experiments, chiefly conducted by himself and Mr. Hodgkinson at his works, by which he has established the theory, and improved the practice, of cast-iron architecture, is highly interesting, and very valuable to those who still continue to prefer that material; but he in some degree superseded his own mode by proving (quite we owe to our conviction) that not only strength, lightness, and roominess, but even economy, will be consulted by substituting wrought for cast iron. The difference in the weight compensates for the difference in the cost. A wrought-iron beam of eighteen cwt. Mr. Fairbairn sets down as equivalent to a cast-iron beam of forty cwt. Moreover in many ways the expenses of construction are diminished by the use of wrought iron, and more especially the supporting columns may be retrenched with not less advantage of convenience than economy.

Mr. Fairbairn justly remarks that the construction of buildings of this kind must not be attempted without a considerable amount of scientific and practical knowledge. He mentions a mill at Oldham which fell down in the year 1844, and seems to attribute the disaster to some defect in the construction; but the date leads us to suspect there may also have been some fault in the iron. Long previously to the year 1844 cheap iron was common in the market, and the effect of cheapness upon quality was imperfectly understood by consumers. Would it were duly appreciated even now.

The late destruction of the iron fire-proof warehouses on the Thames has somewhat discredited this application of iron; but we think unreasonably. It is plain that if highly inflammable goods are stored in an absolutely incombustible warehouse, in which there is an unimpeded communication between the parts, and a free circulation of air, they will be much in the condition of fuel arranged for lighting in the grate. Mr. Fairbairn gives many valuable directions for excluding the external air, and dividing the various parts of the building; and sooner or later the skill of the architect is neutralised by the carelessness of the warehouseman. One unlucky day the requisite combination of unwieldy incidents takes place, and a conflagration which no exertions can extinguish ensues. In such a case no doubt, the iron-built warehouse will be destroyed, and as in the great fire at Liverpool, in 1844, the gutters will run molten iron, whereas a series of fire-brick vaults would remain in the state of a kiln when the contents are withdrawn. But the enormous expense of such a construction is hardly repaid by the preservation of the mere shell of the building. The wisest course is to store away all inflammable goods, and especially those which are liable to spontaneous combustion, in separate warehouses, or in vaults which realise Mr. Fairbairn's conditions of safety—exclusion of external air and non-combustible material; and here fire-bricks should be the material. But most inflammable substances are far less easily ignited when compressed in barrels or stowed away in casks; and they are safe if the building in which they are deposited is secured from the danger of combustion by such buildings of ordinary construction are exposed. Loose paper is highly inflammable, but the closely packed treasures of the British Museum are perfectly safe in the new Library, —the most commodious and most beautiful of fire-proof magazines.

Iron is quite sufficient to ensure the safety of dwelling-houses; but unfortunately very little of this material has as yet been taken in London, and a few of the noble mansions which have been raised in the country within the last forty years are secured, by a fire-proof construction, from the casualties which have reduced so many of their predecessors within the same time to a heap of ashes. It is strange that in the seat of the iron trade, this most important application of iron should be the one (happily, we believe it is the only one) which is generally neglected. The popular dislike of innovation, and the additional expense of iron, are great obstacles to its introduction; but greater still, we suspect, is the unwillingness of our architects to meddle with a material with which they are not familiar. The objection that by the use of iron an architect is turned into a civil engineer, no more appals us than the oft-repeated threat that a dinner may be called a supper. If it means that engineering skill excludes architectural taste, the best answer is supplied by Rennie's Waterloo and London Bridges, which are among the very best specimens of modern architecture. If it means that our architects are often deficient in the constructive skill of the engineer, there is only too much truth in the admission, and the sooner so lamentable a deficiency is supplied the better. We are persuaded that if any able member of the profession would bestow on the construction of private dwellings the study which Mr. Fairbairn has given to that of warehouses, he would discover the means of building houses, on a large or small scale with fireproof materials, at a very little additional expense, and with as much increase of convenience as of security.

The development of the iron trade was in our opinion the immediate cause of the accident which destroyed the beam, caused by the cold, while the "gudgeon" or shaft which passed through its centre was heated by friction, and consequently expanded; thus in fact, acting as a wedge to split the beam in which it was inserted. A tougher cast iron might have resisted—wrought iron certainly would.

disposable to the introduction of railways, and in its turn, was greatly stimulated by it. The quantity of iron which is required for the carriages, the engines, the machinery of all kinds, the cisterns, the roofs and supports of stations and warehouses, can hardly be calculated. There are upwards of 10,000 miles of railway in the kingdom, exclusive of loops and sidings; and merely to re-lay these lines, and keep them in repair, consumes a prodigious amount of metal, probably not less than 600 tons for every working day of the year. Everything connected with these establishments is on a colossal scale. During the present stagnation of the iron trade, a temporary impulse was given to a branch of it by the introduction of the telegraphic wires, and of that crowning marvel of modern invention, the submarine telegraph.

It would be superfluous, even if it were possible, to trace the gradual metamorphosis which is going on around us of familiar objects into iron. We cannot chronicle the first introduction of iron hurdles, iron fencing, iron pumps, iron piping, window frames, spouting, stable fittings, mile and guide posts, gutter kerbs, and a long list of ecclesiastical. Portable iron houses, schools, and churches are manufactured, "for home consumption and for exportation." But every thing sinks into insignificance compared with the great wonder and puzzle of the day—the subject which is in every one's mouth, and which probably was in the reader's mind when he was induced to undertake the perusal of a paper on iron—the conversion of our hearts of oak into iron plates.

The first attempt to realise the "Great Iron Master's" prophecy that we should sail in iron ships was made by himself. He constructed iron boats, to carry goods on the Severn and the canals; but at what time and how many, is uncertain. Mr. Grantham has found, in a journal of the year 1787, an account of the arrival at Birmingham "of a canal-boat, built of British iron" (this point then required special notice, "by John Wilkinson, Esq., of Bradley Forge;" and the writer then proceeds to describe the construction of this novel monster with as much care as the newspaper correspondents lately bestowed on the "Merrimac" and the "Monitor." From this period, similar boats were frequently used in inland navigation; and some of the earliest specimens, Mr. Grantham tells us, are still in existence—an incontestable proof of the durability of the materials. The first iron boat that was ever launched in salt-water was a pleasure boat, built under the direction of Mr. Jevons, of Liverpool, in the year 1815; but it might have been long before iron was adopted as the material for ship-building in good earnest, if, in the meantime, the art of propelling ships by steam had not been brought into practical operation. Without engaging in the attempt to penetrate the obscurity which besets the origin of the steamboat, like that of most other great discoveries, we may claim for Scotland the merit of having first given a practical solution to the problem which so long engaged the attention of projectors. The first steamvessel applied to practical purposes was the steam tugboat which was launched on the Clyde and Forth Canal in 1802; and the first steampacket boat established in Great Britain was the Comet, which began to ply on the Clyde in January, 1812.

The quantity of machinery required by this new application of steam greatly increased the demand for iron, and gradually accustomed the public to include that metal among the principal materials for shipbuilding.

A series of experiments instituted by the Forth and Clyde Canal Company in 1829-30, to ascertain the law of traction of light boats at high velocities on canals, led to the application of iron for the construction of vessels; and the lightness of these new vessels, combined with their increased strength, suggested the extended application of the material in the construction of vessels of much larger dimensions." (*Fairbairn, Lecture on the Properties of Iron*, p. 31.)

Iron, it was perceived, was better suited than wood to resist the strain of the engine, and would allow more space for the stowage, which was inconveniently curtailed by the coils and the engine. It was not till long afterwards that the employment of iron in the construction of a sailing vessel was attempted.

The first iron steamboat that ever put to sea, the "Aaron Manby," was built by the manufacturer whose name she bore, under a patent which was taken out in France for steamboats, in 1820. She was built at the Horley works at Tipton, in Staffordshire, was sent to London in 1821, and was put to sea in the month of September 1821, Captain afterwards Sir Charles Napier, who seems to have been a partner in the speculation, "took charge of her, and navigated her from London direct to Le Havre, and from thence to Paris, without unloading any part of her cargo—she being the first and only vessel that for thirty years afterwards sailed direct from London to Paris." It is further worthy of note that "from 1822 to 1830 her hull never needed any repairs, though she had been repeatedly aground with her cargo on board." (*Grantham*, p. 10.)

The iron vessels that were successively built are enumerated by Mr. Grantham in chronological order, and to most of them belongs some circumstance of interest. The Albion, a little vessel, built in 1831, by Mr. McGregor, Laird, for the African expedition, which he conducted himself, drew only three feet six inches of water, and her success dispelled the prejudice which had previously existed as to the danger of going to sea with so light a draught of water. The Garryowen, exhibited a "regular arrangement of watertight bulk-heads," an improvement the adoption of which has since been rendered compulsory by the Legislature. The Nemesis and Phlegathon, built in 1839, whose names seem ominous of their future destiny, were the first iron steamers that were engaged in active warfare, and they took a conspicuous part in the first Chinese expedition. But, in our opinion, the greatest interest which attaches to these and all the other vessels mentioned by Mr. Grantham is, that whereas the average duration of wooden ships is thirteen years, they are all afloat at this day, with the exception of the first, the Aaron Manby, and she was not broken up till the year 1856.

Notwithstanding this success, the advocacy of iron steamboats was but uphill work. Mr. Grantham tells us, in the year 1842, when he published his first work on the subject. The judgment of practical men was convinced of the superiority of iron, but the feeling of the public was still in favour of the old marine. From that date, however, iron vessels have rapidly increased, and for some years past no ocean-going steamer has been built of wood. In his first work, Mr. Grantham gives an account of the construction of the Great Britain, which was then on the stocks, and which, he says, at "that time, the boldest effort ever made in iron ship-building, and formed the most remarkable feature in the history of that important science." (P. 15.) The resistance which the Great Britain offered to the beating of a violent surf, when stranded on the coast of Ireland, and the triumphant style in which she

has kept the sea since, without receiving damage from the elements or needing repair from the injuries of time, have often been cited as proofs of the durability of iron vessels. To this Mr. Grantham adds many other instances, the most striking of which is that of the *Peria*:—

On her first voyage, in 1857, she was preceded by the Pacific, a timber-built steamer, and both seem to have fallen in unexpectedly with large flocks of ice. The Pacific went down with her iron engine and freight; the *Peria*, encountering a small iceberg when at full speed, split it in two, and received no injury, except by the fragments which floated into the wheel, and broke several of the floats. (P. 97.)

We rejoice that the Great Eastern, after her disastrous trial trip, and her subsequent misfortune in the great Atlantic storm, has redeemed her character by two most successful voyages to and from the United States. Of no other material than iron could so gigantic a vessel, have been constructed. The unfortunate President was the largest wooden merchant steamer that ever put to sea, and we well remember how confidently it was predicted by the "Old Salt," as they are fond of calling themselves, at Liverpool, "that she must break her back." But there is a difficulty in the construction of such a vessel as the Great Eastern which is not yet fully overcome. She is propelled by the combined action of screw and paddle; but when she is encountered by a storm, the action of the screw is not affected by the waves in the same way as that of the paddle; and we have not yet learned by experience what under such circumstances is the strain upon the paddles and other parts of the vessel, and what are the fit provisions to be made for resistance. In all fairness, the "Leviathan," as she was called in the first instance, must be considered a great success, and the crowning triumph of her ingenious engineer, the late Mr. Brunel. But she is as yet only an experiment from which much is still to be learnt. The fatal accident which occurred on her first trip was caused by a piece of carelessness which it is impossible to excuse, but which, happily, can never occur again. No outlet had been provided for the steam generated in the casings of her funnels. The result was exactly what might be expected from putting a tea-kettle to boil on the fire after having soldered up the lid and the spout. We do not agree with those who think the Great Eastern will be the last vessel of the size ever constructed; we believe the contrary, and we earnestly hope she will prove the first of a race of leviathans. It is well for us we have private companies to undertake projects which to constitutional Government could venture to entertain.

Mr. Grantham makes no allusion to iron rigging. The adoption of the chain cable was the first instance of the application of iron in the navy to any purpose beyond those for which it had been used from time immemorial. A patent for the invention of chain cables was taken out by a navy surgeon in the year 1808; and in 1811, for the first time, a vessel provided with a chain cable put to sea. But it is only lately that iron wire has been employed, to any extent, for the rigging, and more lately still that the idea has been seriously entertained of constructing iron masts. As yet there seem to be objections to the general introduction of iron for these purposes, but the analogy of the past justifies us in believing that iron will ultimately supersede all other materials for ship-building. We sympathise with those who regret the disappearance of the old marine, associated as it is with our ideas of picturesque beauty and national glory; but the inexorable march of improvement cannot be stopped. The noble and graceful vessels of modern days have supplanted the clumsy picturesqueness of the Spanish Armada. The Spanish Armada reduced to insignificance the classic bark which Ulysses and his companions at the commencement of each short voyage drew down "into the divine sea." Utility must be the first great aim. The association of beauty will follow.

It is curious to find Mr. Grantham urging, in favour of iron boats, the saving of our national timber and the employment of native produce, much in the terms in which Dudley pleaded for his pit-coal iron two hundred years ago. But the first question is, what material will produce the best ship; and the superiority of iron over wood, we think, is triumphantly established by experience in the eight points on which Mr. Grantham institutes a comparison, and which he arranges, though perhaps in a very natural or logical order, as follows: 1. Strength combined with lightness. 2. Capacity of stowage. This in large vessels is as six to five; in small ones as five to four, an advantage which may often make the difference between profit and no profit. 3. Safety in matters not immediately connected with strength, such as increased buoyancy, and comparative safety from fire. 4. Speed. 5. Durability. 6. Economy in repairs. It is calculated that in twelve years the repairs of a wooden vessel equal its prime cost. The ship carpenter, like the carriage builder, when he turns out his work secures to himself an annuity for years to come. But the iron shipwright must make his profit in the first instance. For about twelve years the iron boat ought to need no repairs at all, and when needed at last, or rendered necessary by an accident, the repair is unexpensive and easy. Painting, it is true, is frequent. We entirely agree with Mr. Grantham, that painting is preferable to galvanizing, which imparts rigidity to iron and impairs its toughness. A Commission has recently been appointed to inquire into the expediency of sheathing iron vessels with copper, and great use has been made of a patent metal invented by the late Mr. Muntz for the purpose. 7. Cost of construction, the saving effected by the use of iron being about ten per cent. 8. Draught of water.

It is singular that on this point modern science has made no improvement. Pliny's recipe for preserving iron from rust is as good as any in modern use. (*Hist. Nat.* cap. xxxiv.)

THE DROUGHT.—The accounts from Wellington, Dublin, and from the pastoral country of the Hogen are most disheartening. The failure of the crops at the two former places appears to be established beyond doubt; whilst in the Hogen country the cattle are said to be perishing rapidly. We are informed that in some places where they make their way to water-holes, they are too weak to get out, and die there. The Balhoun district is in a very critical aspect—the plains everywhere presenting a perished aspect, and the farmers in some instances cutting the wheat down for fodder. So far as the Orange district is concerned, matters are not so bad, the grain being expressed for the future rather than the present. The depressing effect of the drought is manifesting itself pretty generally.—*Western Examiner*.

REMARKABLE INCIDENT.—The *Rockhampton Bulletin* of last instant says—"A singular occurrence took place on board the Queensland steamer yesterday morning. Whilst Father Dume, a passenger, was engaged in reading, his meditations were rudely disturbed. His book being knocked from his hand, by a large kingfisher leaping over the side of the steamer, to the poop. The visitor, though unexpecting, was not the least welcome, and for a Friday's dinner it furnished a most unexceptionable dish for the cabin. The fish weighed about 16 lbs.

GLENCORR.—The well-known estate of Glencorrie, late the property of Mr. G. H. Barber, has been purchased by Mr. John Morris, M.L.A., for the sum of £2500.—*Glenburn Herald*.



TUESDAY, NOVEMBER 11, 1862.

862.

ARRIVAL  
OF THE  
**WONGA WONGA**  
AT ADELAIDE,  
WITH THE  
**SEPTEMBER MAIL**  
FROM ENGLAND.



## **GREAT CONFEDERATE SUCCESSES IN AMERICA.**

DEFEAT AND DISGRACE OF GENERAL  
 POPE, AND RETREAT OF THE  
 FEDERALS UPON WASHINGTON.  
 MARCH OF CONFEDERATES INTO  
 MARYLAND; THEIR SUBSEQUENT  
 RETIREMENT.  
 CONFEDERATE SUCCESSES IN KEN-

TUCKY.  
INCREASING DISTRESS IN LANCA-  
SHIRE.  
ACCIDENT TO THE GREAT EASTERN.  
DISTURBANCES IN IRELAND.

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[A portion of the following was published in a second  
edition of the *Herald* under the title of a second  
page.]

FROM OUR ADELAIDE TELEGRAPHIC CORRESPONDENT.]

Adelaide, November 10.

The A. S. N. Company's steamer Wonga Wonga arrived at Glenelg this day, at 4.30 a.m., after a rapid passage of ninety-two hours from King George's Sound. The P. and O. Company's steamer Northam, Captain Potts, arrived at King George's Sound on the 6th

October, in the afternoon, and brings European intelligence, via Jubal, to 4th October. Passengers—For Melbourne: Messrs. Spiers, Smith, George, Riordan, Latham, Stullier, Colonel Austin, Beesock, Rehan. For Sydney: Mr. Browne, Captain and Mrs. Munro, Rev. Mr. [unclear], three Sisters of Mercy, Mr. and Mrs. [unclear], Messrs. Scott, Curcier, Turnbull, Krummerer, Austin, Baldwin, Rodd, Reid, Bown,

**ENGLISH INTELLIGENCE.**  
LONDON, 26TH SEPTEMBER.  
The July mails were delivered in London, a Marseilles September 13th, and via Southampton on the 19th.  
The Queen is still in Germany, having been saying there during the greater part of the month. Her Majesty is expected to return to the

The Prince of Wales has been formally betrothed to Princess Alexandra at Brussels. The marriage is to take place next Spring. It will be a union of affection, and not from political considerations.

The attendance of visitors at the Great Exhibition has greatly fallen off. The closing has accordingly, been delayed for a fortnight, with increased prices for admission. This plan gives general satisfaction to the English, but not to foreign exhibitors.

The general trade of the country is much improved, but the distress in the cotton districts increases daily. The total number receiving relief is 110,160 more than in the corresponding

er is 110, 100 more than in the corresponding period of last year. Extensive speculations have been lately effected in cotton, jute, hemp, and flax. In consequence of the deficiency of a supply of cotton, a Dr. Harben has discovered a substitute for cotton, which is being experimentally tried—namely, the marine plant *Costaria marina* or common grass wrack.

Mr. W. Roupell pleaded guilty to the charges of forgery. He has been sentenced to penal servitude for life.

A new Australian Bishopric is to be erected. The seat to be at Goulburn.

Mr. Laing has delivered long speeches at Manchester and Glasgow, condemning the present system of the home Government of India.

Public meetings have been held at Birmingham, Bristol, Southampton, Dublin, Newcastle, and Glasgow, sympathising with Garibaldi, and to memorialise Government to use its influence to obtain the evacuation of Rome by French troops.

A reign of terror still prevails in Tipperary. Great Orange demonstrations, attended by 50,000 men, have been held in Belfast. The grievance complained of was, that the law prohibited Orange bands from being carried into the city.

fighting party emblems has been carried into the streets against them and not against Roman Catholics. Riots and collisions between Orangemen and Catholics succeeded, lasting five days and nights. A thousand men were armed with arms. The military and constabulary were directed by a Jesuit magistrates. Only three persons were arrested. After the 23rd of September greater rigour was shown. Orangemen are warned against taking any part in this kind of riotous behaviour. The

...ts, by their secular metropolitans. The  
...ate of Ireland is every day becoming more  
...nning. Murders are committed in open

ments from General Nelson. He has moved his troops quarters in Cincinnati in a few days. Business there is suspended. All capable of bearing arms are made soldiers. The Indians have risen in Minnesota. Pope











## SALES BY AUCTION, THIS DAY, 11th NOVEMBER.

UNRESERVED SALE. CITY, SUBURBAN, AND COUNTRY PROPERTIES.

At the Rooms, Pitt-street, at 11 o'clock, for half-past 11 o'clock.

PYRMONT.—French block of land, with harbour frontage, Bay and Wall streets, with large stone building in the estate of the late Mr. James Smith, without reserve.

SOUTH HEAD ROAD.—Rancher's View, four good houses, situated on the Fiddling Brook, overlooking the Bay, and the Fiddling Brook, with the estate of the late Mr. Smith.

NEW TOWN.—Dono Cottage and grounds, at the corner of Hill and Charles streets, opposite Mr. Conley's, and close to the main road and Railway Station.

RANDWICK.—Block of land, Fergusson Road, close to the Avenue, and near the residence of R. Dainton, Esq.

ENFIELD, BURWOOD.—One acre 3 rods 20 perches land, adjoining Fergusson's purchase, near Mr. Ashdown's residence on the Liverpool Road, without reserve.

CARESBURY.—Homestead with six acres of land, on the Canterbury Road, about two miles from Fergusson's Bridge, a little beyond West's public-house.

FIVE DOCK ROAD.—Allotment No. 3, having eighty feet frontage to the North Road.

BOURKE TOWN, FIVE DOCK.—Lots 22 and 23 of section 14, containing upwards of one quarter of an acre.

TARBAN, HUNTER'S HILL.—Lots 1, 2, 7, and 8 of section 14, having 280 feet frontage to the Government Road, and 175 acres, with cottages and various other improvements, adjoining Messrs. Dwyer, Hutchinson, and Shephard's properties.

In order of the official assignee of the estate of Messrs. Dwyer, Hutchinson, and Shephard.

Also, the official assignee's right, title, and interest in and to the following real estate, to wit:—

TWO EIGHTIES of the real estate of the late Mr. William Smith, devised to William and James Smith.

TWO FORTY EIGHTIES of the Phoenix Wharf property, city of Sydney.

RICHARDSON and WRENCH.

By order of the Trustees and Executors of the late Mr. James Smith.

RUSSSELL VIEW.—

FOUR DOWNS.—Block of land, on the South Head Road, a short distance below Botany-street.

PYRMONT.—

FIREHOLD WATERHIDE.—Allotment of land, with stone-built premises, at the corner of Mill and Bay streets.

ENFIELD.—

One acre 3 rods 20 perches, near the Burwood Railway Station.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, THIS DAY, 11th November, at 11 o'clock.

The following city and suburban properties:—

LOT 1.—RUSSSELL VIEW.

All that parcel of land, having a frontage of about 80 FEET to the SOUTH HEAD ROAD, with a depth of about 100 feet, on which are

FOUR DWELLING HOUSES,

known as RUSSSELL VIEW, with cottages and various other improvements, adjoining Messrs. Dwyer, Hutchinson, and Shephard's properties.

The land is of the best quality and fenced. It is subdivided into 3 paddocks and an orchard. There is a good cottage on the land, containing verandah and 5 rooms, kitchen, servant's room, &amp;c., and one smaller accommodation with an additional two rooms over a passage leading to the yards at the rear.

In the Insolvency Estate of William and James Shelly.

BY ORDER OF THE OFFICIAL ASSIGNEE.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, THIS DAY, 11th November, at 11 o'clock.

A corner allotment of land, having the following frontages:—

50 FEET to MILL-STREET

130 FEET to RUSSELL VIEW

80 FEET to RIGHT-ANGLE MARK IN DARTING HARBOUR,

on which is an extensive stone building out of repair.

LOT 2.—PYRMONT.

1 ACRE 2 RODS 23 PERCHES, adjoining Fergusson's purchase, having 204 feet frontage to Baker-street, with a depth of about 200 feet. This piece of land is near Mr. Ashdown's residence on the Liverpool Road.

The above French block of land is for public sale, by order of the trustees of the above estate. Plans may be inspected at the Rooms, and particulars of title, &amp;c., may be obtained on application to Messrs. DUNSMITH and STAFFORD, solicitors, Castlereagh-street.

In the Insolvency Estate of William and James Shelly.

BY ORDER OF THE OFFICIAL ASSIGNEE.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, THIS DAY, 11th November, at 11 o'clock.

LOT 1.—A Farm of 40 ACRES, situated at Bong Bong, on the Wingecarribee River, near Berima, adjoining Messrs. Dwyer, Hutchinson, and Shephard's properties.

The land is of the best quality and fenced. It is subdivided into 3 paddocks and an orchard. There is a good cottage on the land, containing verandah and 5 rooms, kitchen, servant's room, &amp;c., and one smaller accommodation with an additional two rooms over a passage leading to the yards at the rear.

The term is leasehold, having about 97 years to run, at an annual ground rent of £55. The land is of the finest quality.

Also, the official assignee's right, title, and interest in and to the following:—

LOT 2.—Two-thirds of the real estate, devised to the insolvent by the will of his late father, Mr. William Shelly.

LOT 3.—Two-thirds of the Phoenix Wharf property, city of Sydney.

For further particulars apply at the Rooms; or to M. C. STEPHEN, Esq., solicitor, George-street.

WITHOUT RESERVE.

ALLOTMENT, FIVE DOCK.

ALLOTMENT, TOWN OF BUNDEDOORE.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, THIS DAY, 11th November, at 11 o'clock.

The following French block of land, situated in the Town of Bundedoore:—

LOT 1.—Allotment 1 of section 11, half an acre at the corner of Gibraltar and Molebrook streets, on the site of an EXTENSIVE STONE-BUILT HOTEL, about 60 feet by 30 feet, with verandah about 6 feet wide, and containing three parlours, large kitchen, and two bedrooms, with a large stable, including two loose boxes.

LOT 2.—Allotment 20, section 11, half an acre adjoining the above, with brick store, and kitchen of wood attached.

LOT 3.—Allotments 10 and 11 of section 10, one acre, on one of these lots is a stone cottage, shingled and floored.

LOT 4.—Allotments 9 and 10 of section 25, one acre, fenced with a substantial three-rail stone wall, and large stockyard erected thereon.

LOT 5.—Allotment 18 of 11, half an acre, indifferently fenced.

By order of the official assignee of the late Solomon Moses.

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## CHOICE BLOCK OF LAND, RANDWICK.

On Fergusson Road, close to the Avenue, and near the Residence of R. Dainton, Esq.

RICHARDSON and WRENCH have received instructions from Mr. E. M. Makkell to sell by public auction, at the Rooms, Pitt-street, on TUESDAY, 11th November.

In allotments to suit purchasers.

All that piece of land, having a frontage of about 215 feet to Fergusson Road, and containing an area of about one acre.

This is a beautiful site, fenced and in cultivation, with a creek of water passing through a portion of it. The land is the market garden soil.

Plan on view at the Rooms.

TOWN OF ROCKHAMPTON.

SUBURBAN ALLOTMENTS about Half a Man from ROCKHAMPTON, containing half an acre fenced upwards, surrounded by the CELEBRATED BELLEVILLE TOWNSHIP of Mr. Charles Nicholson and Messrs. A. F. Wood, Lennock, and Wood, and close to the ULLER ARMS HOTEL, on the MAIN DAWSON ROAD.

This unexceptionable, being only one remove from the Ocean.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on MONDAY, 17th November, at 11 o'clock.

All that valuable piece of land known as Mitchell's Grant, containing about 10 acres, and situated in the vicinity of the TOWN OF ROCKHAMPTON.

It has been subdivided into lots to suit purchasers, and will be sold in blocks of HALF AN ACRE and UPWARDS.

The point is about the most valuable in the suburbs of the town, and possesses immense prospective advantages, and the extent of its importance in a pecuniary view may be gathered from the high figures lately realized for land in the locality, and for also not so favourably situated in respect of proximity to this flourishing northern seaport.

The whole will be UNRESERVEDLY SOLD on the above date.

Plan on view at the Rooms.

TOWN OF ROCKHAMPTON.

First Sale of Land under the Property Act.

Completing 150 ACRES of land, subdivided into suburban lots of 1 to 3 acres, and upwards, more slightly situated about 3 miles from the TOWN OF ROCKHAMPTON, and close to the

BOTANICAL RESERVE on the North side of the Fletty River.

TITLE INDEFEASIBLE, being registered under TORREN'S REAL PROPERTY ACT.

Each purchaser will receive an indefeasible certificate of title on payment of 20s. only, fee at the Registrar-General's Office, Brisbane, when he may deal with his land in one or several lots, as easily and readily as in an ordinary sale of merchandise.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on MONDAY, 17th November, at 11 o'clock.

The whole of the KENNINGTON ESTATE, ROCKHAMPTON, as recently surveyed and subdivided into blocks of 1/2 ACRE and UPWARDS, situated near the road to Yamba, and the Northern districts.

This beautiful situated suburban estate was a very early selection in this locality, and consists of fertile open forest land, admirably adapted for villa sites, orchard and garden cultivation, or general agricultural purposes.

The estate is about 100 acres in extent, and is situated in the TOWN OF ROCKHAMPTON, near the road to Yamba, and the Northern districts, and about a mile from the TOWN BOTANICAL RESERVE.

The sale will be absolute, and the Auctioneers would make direct special attention to it as affording an opportunity of securing a piece of land possessing IMMENSE PROSPECTIVE ADVANTAGES from its local position in connection with the MOST RAPIDLY RISING TOWN OF ROCKHAMPTON.

Purchasers can secure blocks of from AN ACRE TO EIGHT ACRES in extent.

Further particulars may be obtained on application at the Rooms; or to ALEXANDER DICK, Esq., solicitor, Sydney; or to CHARLES SIDNEY DICK, Esq., solicitor, Rockhampton.

On account and risk of former purchaser, Mr. S. Danella.

TERRY'S MEADOWS ESTATE, ILLAWARRA.

First-class improved Farm on Fraser's Creek, Macquarie River, being Lot 10 of the celebrated Terry's Meadows Estate.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on MONDAY, 17th November.

All that piece of land containing 51 acres 3 rods and 9 perches, being lot 10 of Terry's Meadows Estate, with the exception of 1 acre.

About 12 acres of this land are cleared, and on it are the dwelling-house and dairy formerly occupied by Mr. Fraser.

The balance of the Shallowford Road, and is bounded on one side by Fraser's Creek.

This is a known good well-watered farm, and must be positively sold on account of former purchaser.

Plan on view at the Rooms.

In the Insolvency Estate of the late Solomon Moses.

BY ORDER OF THE OFFICIAL ASSIGNEE.

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LOT 2.—Allotment 20, section 11, half an acre adjoining the above, with brick store, and kitchen of wood attached.

LOT 3.—Allotments 10 and 11 of section 10, one acre, on one of these lots is a stone cottage, shingled and floored.

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By order of the official assignee of the late Solomon Moses.

TOWN OF BUNDEDOORE.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on MONDAY, 17th November, at 11 o'clock.

The following French block of land, situated in the Town of Bundedoore:—

LOT 1.—Allotment 1 of section 11, half an acre at the corner of Gibraltar and Molebrook streets, on the site of an EXTENSIVE STONE-BUILT HOTEL, about 60 feet by 30 feet, with verandah about 6 feet wide, and containing three parlours, large kitchen, and two bedrooms, with a large stable, including two loose boxes.

LOT 2.—Allotment 20, section 11, half an acre adjoining the above, with brick store, and kitchen of wood attached.

LOT 3.—Allotments 10 and 11 of section 10, one acre, on one of these lots is a stone cottage, shingled and floored.

LOT 4.—Allotments 9 and 10 of section 25, one acre, fenced with a substantial three-rail stone wall, and large stockyard erected thereon.

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TOWN OF BUNDEDOORE.

## To Heads of Families, To Companies, To Contractors, To Publicans, To Dealers, To Storekeepers.

Paper Mache Goods, Bells and Marquetry ditto, Fancy and Bohemian ditto.

WEDNESDAY, November 12th.

ROSSITER and LAZARUS have been favoured with instructions from the importers to sell by auction, at their Rooms, on the above day, at 11 o'clock precisely.

42 packages of new goods, comprising Rich alabaster and marble clocks, under glass shades

Rich cut lustre glass, &amp;c., &amp;c., &amp;c.

Alabaster rough bohemian vases, Gilt and alabaster ditto

Fancy china vases, Magnificent Dresden ditto

Pearl and gold beads, Oak and fancy sticks

Morocco, Organ accessories and stoves, Workboxes, handkerchiefs

Daint and rosewood chairs, Ladies' and gents' dressing cases, Microscopic pipes, silver-mounted

Brier work ditto, Brier and silver-mounted, Confectionery, 10 and 20 keys

Jewellery, Rocking chairs, assorted slates, Box sets, assorted

Branded toys, Crying dolls, &amp;c., &amp;c., &amp;c.

Wax and composition dolls, Infant-carriage combs, Biscuits and confectionery, &amp;c., &amp;c., &amp;c.

To Outfitters, To Clothiers, To Woolen Drapers, To Warehousemen.

Valuable Shipment of Messrs. M. and S. Hyam and Co.'s Splendid Manufacture. Now landing ex Cumberland.

FRIDAY, November 14th.

ROSSITER and LAZARUS have received instructions from Messrs. M. and S. Hyam and Co. to sell by public sale, at their Rooms, on the above day, at 11 o'clock precisely.

The undersigned have received instructions from the undersigned to sell by public sale, at their Rooms, on the above day, at 11 o'clock precisely.



